



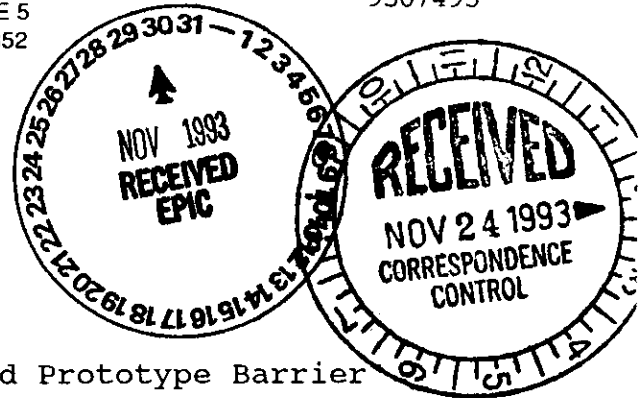
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10 HANFORD PROJECT OFFICE
712 SWIFT BOULEVARD, SUITE 5
RICHLAND, WASHINGTON 99352

9307493

November 16, 1993

Paul Pak
U.S. Department of Energy
P.O. Box 550, A5-19
Richland, WA 99352



Re: Construction Schedule for the Hanford Prototype Barrier

Dear Mr. Pak:

Following our meeting on Friday, November 12, 1993, I reviewed my files and consulted with other Environmental Protection Agency (EPA) staff. It is EPA's judgment that the lab testing being performed by Pacific Northwest Lab on the asphaltic concrete component of the Hanford Prototype Barrier is sufficient to support the 200-BP-1 Record of Decision. Although a test pad is still necessary for field testing of the asphaltic concrete layer.

During the meeting, the Department of Energy (DOE) presented a revised schedule for the construction of the Hanford Prototype Barrier. Although EPA acknowledges some justification for extending the M15-02E milestone date, EPA does not agree with the proposed schedule provided by DOE on Friday, November 12, 1993. Changing the M15-02E milestone from January 15, 1994 to September 31, 1994 is unacceptable. Based on the following delays and information, EPA agrees to change the M15-02E milestone date from January 15, 1994 to July 31, 1994. On or before July 31, 1994, DOE will submit a complete draft constructability report for the construction of the Prototype Barrier over 216-B-57 crib.

1. The first Prototype Barrier Construction Schedule from Kaiser Engineers Hanford (KEH) was submitted to EPA and Ecology on February 24, 1993.
 - a. This schedule showed a four month delay in the construction of the prototype barrier. Those delays were due to a two month public involvement period for the treatability test plan and an additional two month delay in negotiations regarding the size of the barrier, as well as EPA and Ecology requiring four additional geo-probes to be installed to determine lateral migration of contaminants at 216-B57 crib from past disposal. KEH was unable to engineer new drawings for the enlarged barrier until the extent of lateral migration was determined, thus providing KEH with the necessary data for barrier size.

- b. Initially, no milestone changes were agreed to although an agreement was made between the three parties during a Unit Managers Meeting to submit the constructability data package on January 15, 1994 containing available data (in order to meet milestone M-15-02E). The critical data which was agreed to be submitted on January 15, 1994 were the results of the permeability testing of the asphaltic concrete layer. The remaining data was to be delivered when it became available.
- c. A potential cost of two mobilization fees may have occurred based on the original schedule. DOE has communicated this to be a justification for delay. This is not a justification for delay according to the Tri-Party Agreement.
2. According to the information provided during the November 12, 1993 meeting between the three parties, two months delay has been incurred due to delay in the award and bid cycle for construction of the Prototype Barrier. This brings the total amount of justifiable delay to 6 months
3. During the October 21 and November 12, 1993 meetings between the three parties, and subsequent conversations with KEH personnel, the following information has been conveyed; the asphalt plant will remain in operation longer than usual in 1993 (possibly until December 23). It is possible to mobilize KEH's subcontractor quickly enough to lay the asphaltic concrete pad and, according to every KEH schedule, the subcontractor can have the barrier site prepared in time to place the asphaltic concrete layer in order to utilize the asphalt plant's extended operations in 1993. Also, all layers of the Hanford Barrier can be placed during cold weather except for the asphaltic concrete layer (which requires a minimum of 35 degrees fahrenheit) and the upper silt layer. Construction activities should commence immediately. The upper silt layer will then be placed during the spring of 1994, thus enabling construction activities to be performed throughout the winter months.

The EPA advises DOE to instruct KEH to lay the asphaltic concrete pad as well as the asphaltic concrete layer of the Barrier at the same time. This can begin before 1994 to take

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advantage of the asphalt plant extended operations. This will enable DOE to proceed with a substantial opportunity to construct the Barrier without incurring the cost of two mobilization fees while remaining committed to accelerating remediation of 200-BP-1 OU.

If you have any questions or concerns, please contact me at (509) 376-8665.

Sincerely


Paul R. Beaver
Unit Manager

cc: Mark Buckmaster, WHC
Rich Carlson, WHC
Julie Erickson, DOE
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Incoming: 9307493

Subject: CONSTRUCTION SCHEDULE FOR THE HANFORD PROTOTYPE BARRIER

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Enclosure is the same as outgoing letter #9357227D, tmp 6-5813.

